

REMARKS/ARGUMENTS

Applicant submits this Amendment and Response in response to the Office action mailed January 20, 2004. Applicant also submits herewith a request for a three (3) month extension of time pursuant to 37 C.F.R. 1.136(a). A copy of the request is attached herewith.

In the specification, the paragraph beginning at page 10 line 16 ("The rail section 10 shown in Fig. 6") and ending at page 11 line 10 ("the angle K is about 93°.") has been amended to correct minor editorial problems.

In Amended Figures 1-5, the legend "Prior Art" has been added to adequately designate the associated drawings as such. In Amended Figure 7, the previously indicated angle "J" has been changed to angle "K" to correct minor editorial problems. Also in Amended Figure 9, the previously indicated angle "K" has been changed to angle "J" to correct minor editorial problems.

Claims 15, 30-31 have been withdrawn as the result of an earlier election/restriction requirement.

In the Office action mailed January 20, 2004, claims 1-14, 16-29 and 32-46 were rejected by the Examiner. Claims 1-14, 32 and 44-46 have been canceled. However, these cancellations are not an admission that such claims were unpatentable in light of the prior art cited by the Examiner. Also, these cancellations should not be considered an agreement with the Examiner regarding the characterization of the cited prior art of the Office Action. Applicant canceled the rejected claims to expedite the issuance of a patent on this pending application.

Claims 16-29 and 33-43 are currently pending in this application. Independent Claims 16, 34 and 41 were amended to include a lateral inner surface that is adjacent to the front inner surface of a rail and that is substantially normal to the front surface. Claim 16 was also amended to include a back inner surface that is substantially parallel to the front surface, and to include an antecedent for "the width" of Claims 28 and 29. These elements are not shown or suggested by the cited prior art. As such, it is respectfully submitted that the bases for rejections to pending Claims 16, 34 and 41 have been obviated, and indication of the allowability of Claims 16, 34 and 41 is respectfully requested.

Independent Claim 33 was amended to include the front inner surfaces of the first and second rails of the inner rail section which are positioned relative to the front surface of the carriage assembly at an angle greater than about 90.0°. This element is not shown or suggested by the cited prior art. As such, it is respectfully submitted that the basis for rejection to pending Claim 33 has been obviated, and indication of the allowability of Claim 33 is respectfully requested.

Dependent Claims 19, 22, 23, 26, 27 and 38 were amended to be consistent with the amendments made to the independent claims just discussed. As such, it is respectfully submitted that the bases for rejections to pending dependent Claims 17-29, 35-40, 42 and 43 have been obviated in light of the amendments made to the independent claims.

It is thus believed that the present Amendment addresses each of the rejections issued by the Examiner in the present Office Action. In conjunction with the belief that Claims 16-29 and 33-43 are allowable, Applicant respectfully submits that all of the

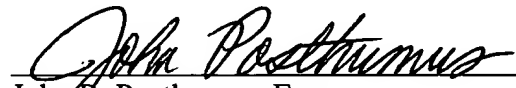
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Reply to Office Action of Jan. 20, 2004

pending claims after this Amendment are allowable and Applicant respectfully requests an early Notice of Allowability be issued in this case.

If the Examiner has any questions or comments, he or she is invited to contact Applicant's undersigned representative at the telephone number indicated below. If the payment included with this Amendment (or lack thereof) is insufficient or an overpayment of the fees due, please make up the insufficiency or credit Deposit Account No. 502775 as applicable. This is NOT an authorization to withdraw any issue fee from the Deposit Account.

Respectfully submitted this 20th day of July, 2004.

GREENBERG TRAURIG, LLP

A handwritten signature in black ink, appearing to read "John Posthumus", written over a horizontal line.

John R. Posthumus, Esq.

Reg. No. 36,245

1200 Seventeenth Street, Suite 2400

Denver, Colorado 80202

Tel.: 303-572-6500